

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

Los Angeles County

August 26, 2004

Draft Meeting Minutes

Attendees:

L.A. County

Jane White
Martin Amundson
Fernando Villaluna

Siemens ITS

Arti Gupta
Charlie Zhu

Item	Action By
1. Contact Information Primary County Contact: Fernando Villaluna County Traffic Engineer: Martin Amundson Maintenance: Paul Woolferd IT Department: Minh Trin	
2. Number of Signalized Intersections County has owns and maintains lots of intersections in the project area.	
3. Controllers The County uses Type 170 and plans to stay with Type 170 controllers.	
4. System Detection The County currently mainly uses loops. Some major/major intersections are equipped with Video detection.	
5. Communications The County does not have any interconnect.	
6. CCTV The County currently does not have any cameras deployed	

except those potential locations in I-105 and I-5 project. Additional Needs in the project area are Florence Ave. and Firestone Blvd. at Blue line stations.	
7. Traffic Control System The County has chosen KITS as their Traffic Control System. This system will be deployed over next few months.	
8. LCC The County's primary LCC location will be the TMC at Alhambra. The potential secondary location is maintenance workshop.	
9. Operations The County uses 3 timing plans. The Timing plans are updated on an as needed basis. The County doesn't coordinate signal with other local agencies or Caltrans except for the coordinating achieved through TSSP Projects..	
10. Maintenance The County has in house maintenance facility. The maintenance staff is on call 24X7.	
11. Early Deployment The County would like to bring more intersections on-line.	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Bell

August 4, 2004

Draft Meeting Minutes

Attendees:

City of Bell

Carlos Alvarado
Luis Ramirez

**County
Siemens ITS**

Fernando Villaluna
Arti Gupta

Item	Action By
1. Contact Information Primary City Contact: Luis Ramirez City Traffic Engineer: Carlos Alvarado Maintenance: Contract with PEEK – through Luis	
2. Project Map Review The City requested that Randolph St. be added to the Project area. (due to the Rail Road between Slauson Ave. and Gage Ave.) The City indicated Atlantic Blvd., Florence Ave. and Gage Ave. are major arterials. Florence Ave. is synchronized through County's TSSP Project. Gage Ave. is synchronized by City and Randolph Rd. is not synchronized.	Siemens to review the request with County
3. Number of Signalized Intersections The City has 31 signalized intersections.	
4. Annual Budget The City will provide information regarding annual budget for City's operation and maintenance of traffic signals and related activities.	City of Bell – Luis Ramirez

5. Controllers The City uses Type 170 controllers and most of them are new controllers.	
6. System Detection Most major arterials are equipped with advanced detection, mostly loops except for one intersection (Florence Ave. and Atlantic Ave).	
7. Communications None of the intersections in the project area have any interconnect.	
8. CCTV The City currently does not have any cameras deployed. Potential locations for CCTV in the Project area: <ul style="list-style-type: none"> • Gage Ave. at Atlantic Blvd. • Atlantic Blvd. at Florence Ave. and Randolph St. 	
9. Traffic Control System The City does not have a TCS currently.	
10. LCC The City would like to use office at City Hall as the primary LCC location and Police Depart as secondary LCC location. The secondary LCC site will have monitoring function only.	
11. Operations The City uses 3 TOD timing plans. The City also has rail-road preemption and emergency vehicle preemption. The Timing plans are updated on an as needed basis. MTA Transit service runs through the City.	
12. Maintenance The City has contracted out the maintenance to PEEK and the staff is on call 24X7.	
13. Future Operation The City would like to get IEN workstation. The City sees no issue to share data, signal status, CCTV images with other agencies/County. The City sees no issue to host for other agency or to be the client for other agency	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Bell Gardens

October 14, 2004

Draft Meeting Minutes

Attendees:

City of Bell Gardens

Abbasi Ray

County

Fernando Villaluna

Siemens ITS

Arti Gupta

Item	Action By
1. Contact Information Primary City Contact: Ray Abassi, AAE Inc City Traffic Engineer: Ray Abassi, AAE Inc Maintenance: Contact through AAE Inc	
2. Project Map Review The City indicated Florence Ave. Gage Ave, Garfield Ave, Eastern Ave are major arterials. The City has several major event generators including Bicycle club casino at I-710 & Florence Ave. Regional Shopping center at Florence Ave. & Eastern Ave and Ford Park.	
3. Number of Signalized Intersections The City will provide the number later.	Abbasi Ray – City of Bell Gardens
4. Annual Budget The City has traffic engineering budget \$50,000/year.	
5. Controllers The City uses Econolite and Type 170 controllers. Most controllers are old and the City wants to stay with one type of signal controllers. The City has no preference for any particular type of controllers. The City to provide with total number of signalized intersections in the City..	Abbasi Ray – City of Bell Gardens

6. System Detection Most intersections are equipped with advanced detection. The City has no plan to upgrade advanced detection.	
7. Communications None of the intersections in the project area have any interconnect.	
8. CCTV The City currently does not have any cameras deployed.	
9. Traffic Control System The City does not have a TCS currently.	
10. LCC The City would like to use Public Works building as the primary LCC location. The City will provide the address later.	
11. Operations The City uses 3 TOD timing plans. The Timing plans haven't been updated and the City may update the timing plan in the future. MTA Transit service runs through the City.	
12. Maintenance The City has contracted out the maintenance and the staff is on call 24X7. The City to provide the name of the maintenance contractor.	Abbasi Ray – City of Bell Gardens
13. Future Operation The City would like to get IEN workstation. The City would like to share data, signal status, CCTV images and control of signals and cameras with other agencies/County. The City doesn't want to be either host or client to other agency.	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Commerce

July 12, 2004

Draft Meeting Minutes

Attendees:

City of Commerce

Victor Lucas
Hui Lai

County	Fernando Villaluna
Siemens ITS	Arti Gupta
Siemens ITS	Rayomand Bhadha

Item	Action By
1. Contact Information Primary City Contact: Victor Lucas City Traffic Engineer: Victor Lucas Maintenance: Contract with Peek, through Lucas Contractor: Hui Lai (714)974-7863	
2. Project Map Review The City requested that Washington Blvd. should be added to the Project area. Washington Blvd., Telegraph Rd., Atlantic Blvd., and Bandini Blvd. are major arterials. All streets are coordinated / Synchronized.	
3. Number of Signalized Intersections The City has about 50 signalized intersections.	
4. Annual Budget The City will provide this information to Siemens ITS.	City of Commerce – Victor Lucas
5. Controllers The City uses Type 170 controllers running Bitran 200 software. Most controllers are old.	

For the controllers that are upgraded as part of this project, the City would like the controller firmware to be upgraded to Bitran 233.	
6. System Detection <p>The City has advanced detectors at major intersections with separate DLC.</p> <p>The City would like to replace loops with video detection due to wear and tear associated with loops on roads with high volume of truck traffic..</p>	
7. Communications <p>The City has TWP at all major streets and they are interconnected back to TMC. The masters are located at TMC. The interconnect conduit is 15 years old.</p>	
8. CCTV <p>The City currently does not have any cameras deployed.</p> <p>Potential locations for CCTV in the Project area:</p> <p>Telegraph Rd. @ Atlantic Blvd.</p> <p>Washington Blvd. @ Telegraph Rd.</p> <p>Garfield Ave. @ Bandini Blvd.</p> <p>Washington Blvd. @ I-710</p>	
9. Traffic Control System <p>The City is using Bi Tran QuicNet II. It is an old system. The system is not being used at this time as it does not work. The City would like to replace it with QuicNet IV with decent printer, and a good size monitor.</p>	
10. LCC <p>The primary LCC site will be at City Hall. No other monitoring site is requested. The LCC will be staffed on an as needed basis. The City plans to perform monitoring functions from the LCC.</p>	
11. Operations <p>The City uses TOD and may have 3 plans.</p> <p>The Timing plan hasn't been updated for a long time.</p> <p>The City has no coordination with other agencies currently but would like to coordinate with L.A. county, City of Montebello, Bell, Bell Gardens, Vernon (Bandini Blvd.) and Caltrans (Garfield Ave. and Washington Blvd. with I-710).</p> <p>The transit lines through the City include its own free bus system, Montebello Line, and MTA.</p>	

12. Maintenance The City has contracted out the maintenance to PEEK and the staff is on call 24 X 7.	City of Commerce will provide budget information – Victor Lucas.
13. Future Operation The City would like to get IEN workstation. The City sees no issues with sharing data and video with other agencies. The City will allow other agencies/county to implement pre-approved timing plans. The City will neither host for other agencies nor be client to other agencies.	
14. Early Deployment The City would like to be involved with the Early deployment projects: <ul style="list-style-type: none"> • Upgrading Traffic Control System • IEN Capability 	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Compton

August 24, 2004

Draft Meeting Minutes

Attendees:

City of Compton

Augusts Ajawara
Sameer Jatana

***County
Siemens ITS***

Fernando Villaluna
Arti Gupta

Item	Action By
1. Contact Information Primary City Contact: Augustus Ajawara, Venu Sarakki City Traffic Engineer: No Maintenance: Joe Wedgeworth IT Department: No involvement with TCS	
2. Project Map Review The City requested that Willowbrook Ave. should be added to the Project area and Artesia Blvd. and Santa Fe Ave should be extended through the City.	
3. Master Plan The City is preparing a Master Plan to develop an ITS project which includes <ul style="list-style-type: none"> • Upgrade of Controllers • Communication • Traffic Management Center • Traffic Control System • CCTV • Detection system • Changeable Message Signs • Rail-Road interface 	

4. Number of Signalized Intersections The City has 111 signalized intersections.	
5. Annual Budget The City to provide information regarding annual budget for City's operation and maintenance of traffic signals and related activities.	City of Compton – Augusts Ajawara
6. Controllers The City uses Econolite ASC/2, Type 170 and old TMP 90 controllers. The City would like to upgrade controllers to ASC/2.	
7. System Detection None of the intersections in the City are equipped with advanced detection.	
8. Communications The City doesn't have interconnect communication facility currently.	
9. CCTV Currently, City does not have any CCTV cameras.	
10. Traffic Control System The City doesn't have TCS currently.	
11. LCC The City will define LCC locations in the Master plan. The City is planning to build multi – modal transit as part of transit center.	
12. Operations The City uses TOD timing plans. The Timing plans are updated annually. The City has no coordinates with City of Los Angeles and Caltrans. MTA, City of Gardena, Long Beach, Torrance and Compton transit service runs through the City.	
13. Maintenance The City has in house maintenance facility and the staff is on call 24 X 7. The City will provide maintenance budget information. The City shares intersections with City of Lynwood, Carson and County.	City of Compton – Augusts Ajawara
14. Future Operations The City is slated to get IEN workstation through I-105 project. The City is willing to host TCS for other agencies.	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Cudahy

August 4, 2004

Draft Meeting Minutes

Attendees:

City of Cudahy

Luis Garcia
Carlos Alvarado

**County
Siemens ITS**

Fernando Villaluna
Arti Gupta

Item	Action By
1. Contact Information Primary City Contact: Luis Garcia City Traffic Engineer: Carlos Alvarado Maintenance: PEEK, through Luis	
2. Project Map Review The City requested that Patata and Clara should be added to the Project area. The City indicated that there are seven intersections on Atlantic Ave that are synchronized within the City area.	Siemens to review addition of streets request with the County.
3. Number of Signalized Intersections The City has 13 signalized intersections.	
4. Annual Budget The City's annual maintenance budget is \$7,000 annual and another \$10,000 for knockdowns..	
5. Controllers The City uses mostly Type 170 controllers.	
6. System Detection Most intersections are equipped with advanced detectors, most	

are equipped with separate DLCs. The City plans to continue using loops.	
7. Communications The City does not have interconnect.	
8. CCTV The City currently does not have any cameras deployed. Potential locations for CCTV in the Project area: <ul style="list-style-type: none"> Atlantic Ave. at Clara St., Santa Ana St. and Patata St. (share with City of South Gate) 	
9. Traffic Control System The City does not have TCS currently.	
10. LCC The City would like to use City manager's office at City Hall as the primary LCC location and Police Department as secondary LCC location. The City contracts out the Police Department to City of Maywood. The secondary LCC site will have monitoring function only.	
11. Operations The City uses 3 TOD timing plans. The City also has rail-road preemption. The Timing plans are updated on an as needed basis. MTA Transit and Cudahy Area Rapid service run through the City.	
12. Maintenance The City has contracted out the maintenance to PEEK and the staff is on call 24X7.	
13. Future Operation The City would like to get IEN workstation. The City sees no issue to share data, signal status, CCTV images with other agencies/County. The City needs City manager to approve if it can be client for other agency.	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Huntington Park

August 2, 2004

Draft Meeting Minutes

Attendees:

City of Huntington Park

Patrick Fu
Neil Poole

County
Siemens ITS

Fernando Villaluna
Arti Gupta

Item	Action By
1. Contact Information Primary City Contact: Patrick Fu City Traffic Engineer: Patrick Fu Maintenance: Field Service Department, Director: Neil Poole	
2. Project Map Review The City indicated that through County TSSP efforts Florence Ave., Slauson Ave. are synchronized. Pacific Blvd. south of Florence Blvd. is also synchronized, the section which is north of Florence Blvd. is not synchronized intentionally. Gage Ave. is under planning to be synchronized.	
3. Event Generators There is no big event generator in the City. Pacific Blvd. will be closed twice a year for Street Fair purpose and It happens on weekend.	
4. Number of Signalized Intersections The City has 58 signalized intersections.	
5. Annual Budget The City has \$279,780 maintenance budget includes energy cost and \$101,000 staff cost.	

<p>6. Controllers</p> <p>The City uses Type 170 controllers along Florence Ave., Slauson Ave. and Gage Ave. There are some old controllers on Florence Ave.</p> <p>Florence Ave. is Rapid Bus Priority route and it may be upgraded to Type 2070.</p> <p>The City would like to replace all controllers to Type 170 and the City want to follow L.A. county specification.</p>	
<p>7. System Detection</p> <p>Most intersections have advanced loop detectors in the City, not sure about separate DLCs, will need to field check.</p> <p>The City prefers using loop detectors and would like to stay with loops.</p>	<p>City of Huntington Park will field check if Loop detectors have separate DLC</p>
<p>8. Communications</p> <p>The City does not have any signal interconnect.</p>	
<p>9. CCTV</p> <p>The City currently does not have any cameras deployed.</p> <p>Potential locations for CCTV in the Project area:</p> <ul style="list-style-type: none"> • State St. at Florence Ave. and Slauson Ave. • Pacific Blvd. at Florence Ave. Slauson Ave. and Gage Ave. • California Ave. at Florence Ave. • Alameda St. at Florence Ave. Gage Ave. and Pacific Blvd. 	
<p>10. Traffic Control System</p> <p>The City does not have TCS currently.</p>	
<p>11. LCC</p> <p>The City would like to use Field Service Department at 6900 Bissell St. as the primary and only LCC location. It operates from 8:00am through 4:30 pm and will be used to monitor Traffic light and signals.</p>	
<p>12. Operations</p> <p>The City uses 2 TOD timing plans.</p> <p>The City also has rail road preemption.</p> <p>Timing plans are provided by the L.A. County and City does not change the timing plans.</p> <p>MTA Transit, Huntington Park Transit service run through the City.</p>	

<p>13. Maintenance</p> <p>The City has in house maintenance facility and maintenance staff is on call 24X7.</p>	
<p>14. Future Operation</p> <p>The City would like to get IEN workstation in Field Service Department.</p> <p>The City sees no issues with sharing data, signal status, CCTV images with other agencies,</p> <p>The City sees no issues with sharing control of signals and cameras with other agencies/County.</p> <p>The City will need more information to decide if it will host for other agencies. The City does not want to be client to any other agency.</p>	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Long Beach

July 8, 2004

Draft Meeting Minutes

Attendees:

City of Long Beach

Ed Norris
Mike Sickles
Dave Roseman
David Roberts

<i>County</i>	Fernando Villaluna
<i>Siemens ITS</i>	Arti Gupta
<i>Siemens ITS</i>	Rayomand Bhadha

Item	Action By
1. Contact Information Primary City Contact: Ed Norris City Traffic Engineer: Dave Roseman Maintenance: Mike Sickles (Field Survey) IT Department: Mike Sickles (TMC contact)	
2. Project Map Review The City requested that Spring St. and Woodlow Rd. should be added to the Project area.	Siemens to review the request with County
3. Event Generators Regular event Generators: Convention Center, Sports Arena, Downtown Business District and the Queen Mary. Annual events: Grand Prix, Long Beach Marathon, 4 th of July Shoreline Village Fireworks show and the Long Beach Jazz Festival.	City to provide list – Ed Norris
4. Number of Signalized Intersections The City owns and maintains 435 signalized intersections and	City to provide list within project area

also maintains 165 signalized intersections for City of Signal Hills, Hawaiian Gardens and Caltrans.	– Mike Sickles
5. Annual Budget The city will provide Siemens ITS with an estimated budget for maintenance and operations of the traffic signals and system.	City of Long Beach – Mike Sickles
6. Controllers City uses Type 170 on Bitran 223. The city has no plan to upgrade controllers in next 5 to 10 years. Caltrans uses Type 170 on verC8	
7. System Detection The City currently mainly uses loops. Some intersections are equipped with Autoscope. The City prefers loops.	
8. Communications The City uses mainly Twisted Wire Pair (TWP) for all their communications to intersections. There are some sections of the city that are interconnected using wireless Spread Spectrum Radio (SSR) using the 900MHz channel. The signals on the wireless network are on a lower bandwidth. The City is open to any reliable technology.	
9. CCTV 4 CCTV cameras and 4 Autoscope cameras installed in the City currently. City is interested in installing cameras in the project area. City to provide Siemens ITS a list of current and potential locations for CCTV installation.	City of Long Beach – Mike Sickles
10. Traffic Control System The City currently has a QuicNet 4 (QN4) system using about 30 field masters. Most of their intersections are being polled at a rate of once per second. All of their intersections follow a TOD schedule. The City also has an older MS DOS-based QuicNet II system that the City uses exclusively for the light rail system. The current version of QN4 that the City has cannot handle light rail preemption. The City has many issues with the existing Traffic System including not having enough bandwidth for performing traffic responsive type of operation with the QN4 system. According to the City, light-rail drives most of the timing parameters around the city. The northern part of the city lacks good communication infrastructure. The City would like to eventually integrate the light rail system into one QN4 traffic system. The City has MTA funding for Adaptive control system in the southern part of the city. The City does not have any traveler information system (TIS). The	

Street Maintenance Department and the Long Beach Airport have some portable CMS signs that get deployed occasionally.	
11. LCC The City has an existing LCC located at 1601 San Francisco Blvd, Long Beach which is manned during usual business hours on an as-needed basis. The traffic system is setup using alarms which are responded to during business hours.	
12. Operations The City uses timing plan based on TOD. The Timing plan will be updated on an as needed basis. The City is coordinating signal with Signal Hill through dial-up communication and Caltrans through common cycle length. The City has no automated Incident Management but plans are changed manually wherever needed. The transit services through the City include; Torrance Transit, OCTA, MTA, LADOT and LB Transit.	
13. Maintenance The City uses in-house maintenance staff for all their maintenance needs and the staff is on call 24 X 7. The City operates and maintains Signal Hills signals.	
14. Future Operation The City would like to get IEN workstation. The City sees no issues with sharing data and video with other agencies. The City will allow other agencies/county to implement pre-approved timing plans. The City doesn't want to host other agencies' signal. The City would like to be involved into the Early deployment including controller upgrade and IEN.	
15. Early Deployment The City would like to be involved with the Early deployment projects: <ul style="list-style-type: none"> • IEN Capability 	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Lynwood

August 5, 2004

Draft Meeting Minutes

Attendees:

City of Lynwood

Paul Nguyen
Yadi Farhadi

***County
Siemens ITS***

Fernando Villaluna
Arti Gupta

Item	Action By
1. Contact Information Primary City Contact: Paul Nguyen City Traffic Engineer: Yadi Farhadi Maintenance: Jose Molina - Utility Manager, John Leichty – Signal Maintenance	
2. Project Map Review The City indicated that Abbott Rd. is not an important arterial. The City identified that both Imperial Hwy. and Atlantic Ave. are synchronized, Long Beach Blvd. will be synchronized by L.A. County in the future and there is no synchronization on M.L.K. Jr. Blvd.	
3. Number of Signalized Intersections The City has 52 signalized intersections.	
4. Annual Budget The City's annual maintenance budget is \$250,000.	
5. Controllers The City uses Type 170 with LACO software.	

<p>6. System Detection</p> <p>Major intersections are equipped with advanced detectors.</p> <p>The City plans to continue using loops as primary method of detection. Some intersections may be equipped with video detection.</p> <p>The City prefers using Video Detection.</p>	
<p>7. Communications</p> <p>The City does not have any interconnect in the project area.</p>	
<p>8. CCTV</p> <p>The City currently does not have any cameras deployed.</p> <p>Potential locations for CCTV in the Project area:</p> <ul style="list-style-type: none"> • Atlantic Ave. at Imperial Hwy., M.L.K.Jr. Blvd., • Imperail Hwy. at Bullis St., Long Beach Blvd., California Ave., and Alameda St., • M.L.K. Jr. Blvd. at Long Beach Blvd. and Alameda St. • Tweedy St. at Long Beach Blvd. 	
<p>9. Traffic Control System</p> <p>The City was slated to be a client city under I-105 project, but now the City would like to explore having its own system. The City may be inclined to the idea of putting their signals on the County system, however they need to understand pros and cons of this decision better. They would also like to understand the process of bringing additional intersections (the ones not belonging to I-105 or I-710 projects) on line.</p>	
<p>10. LCC</p> <p>The City would like to City Hall annex as the primary LCC location and Maintenance Yard at 11750 Alameda St. as secondary LCC location.</p> <p>The City's working hours are from 6:30am to 5:00 pm Monday to Thursday. The maintenance staff is on call 24X7.</p>	
<p>11. Operations</p> <p>The City uses 3 TOD timing plans.</p> <p>The Timing plans are updated on an as needed basis.</p> <p>The transit service through the City includes MTA Transit and Lynwood Trolley system.</p>	
<p>12. Maintenance</p> <p>The City has in house maintenance facility the maintenance staff</p>	

is on call 24X7.	
13. Future Operation The City is part of I-105 project. Siemens ITS to check I-105 Conceptual Design for their involvement with IEN	Siemens ITS
14. Early Deployment The City would like to be involved with the Early deployment projects: <ul style="list-style-type: none"> Connecting I-710 intersections to the TCS deployed as part of I-105 project. 	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Maywood

July 8, 2004

Draft Meeting Minutes

Attendees:

City of Maywood

William Pagett

Siemens ITS

Arti Gupta

Siemens ITS

Rayomand Bhadha

Item	Action By
1. Contact Information Primary City Contact: William Pagett City Traffic Engineer: Lou Gluesing Maintenance: Contracts with PEEK, Steve Steinbrecker IT Department: None	
2. Project Map Review No additions/deletions requested.	
3. Number of Signalized Intersections The City has 14 signalized intersections.	
4. Annual Budget The city's signal maintenance budget is around \$20,000	
5. Controllers The City uses Type 170 controllers. Most of them are old, need to be upgraded to 170E, wants to stay with LA County software.	
6. System Detection Some advanced detections does exist, not sure about DLC status, check with Lou.	Siemens to check with Lou Gluesing about DLC status.
7. Communications	

<p>The City does not have any interconnect anywhere in the City.</p> <p>The City prefers using leased and wireless technologies, does not want a solution that will require trenching in the streets.</p>	
<p>8. CCTV</p> <p>The City currently does not have any cameras deployed. No cameras are required in the City as part of this Project.</p>	
<p>9. Traffic Control System</p> <p>The City does not want to have a server of its own, wants to be a client to an agency. Order of preference:</p> <ul style="list-style-type: none"> • County • Vernon • Huntington Park • Bell • Commerce. 	
<p>10. LCC</p> <p>The City wants to host the workstation at Police Department.</p> <p>Willdan may also host a TCS workstation.</p>	
<p>11. Operations</p> <p>The City uses TOD timing plan using WWV. Most probably 3 plans are used, needs to confirm this with Lou.</p> <p>The Timing plans are updated on an as needed basis.</p> <p>MTA and a local agency provides transit service through the City.</p>	<p>Siemens to check with Lou Gluesing regarding number of timing plans used by the City.</p>
<p>12. Maintenance</p> <p>The City contracts with PEEK for maintenance and the staff is on call 24 X 7.</p>	
<p>13. Future Operation</p> <p>The City would like to get IEN workstation.</p> <p>The City sees no issues with sharing data and video with other agencies.</p> <p>The City will allow other agencies/county to implement pre-approved timing plans.</p> <p>The City doesn't want to host other agencies' signal and would like to be client to some other agency.</p>	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Paramount

July 8, 2004

Draft Meeting Minutes

Attendees:

City of Paramount

William Pagett

Siemens ITS

Arti Gupta

Siemens ITS

Rayomand Bhadha

Item	Action By
1. Contact Information Primary City Contact: William Pagett City Traffic Engineer: Lou Gluesing Maintenance: Contracts with City of Santa Fe Springs, Joe Lopez	
2. Project Map Review The City requested that Garfield Ave. should be added to the Project area.	Siemens to review addition of streets request with the County.
3. Number of Signalized Intersections The City has 36 signalized intersections.	
4. Annual Budget The city's signal maintenance budget is around \$50,000	
5. Controllers The City uses Type 170 and Econolite Type 90 controllers. Wants to change Type 90 to Type 170 controllers.	
6. System Detection The City currently mainly uses loops. The City has advanced detectors at some intersections, not sure about separate DLCs, need to check with Lou. Some intersections are equipped with Video detection. The City prefers Video detection.	Siemens to check with Lou Gluesing about DLC status.

<p>7. Communications</p> <p>The City does not have any interconnect anywhere in the City.</p> <p>The City prefers using leased and wireless technologies, does not want a solution that will require trenching in the streets.</p>	
<p>8. CCTV</p> <p>The City currently does not have any cameras deployed. No cameras are required in the City as part of this Project.</p>	
<p>9. Traffic Control System</p> <p>The City is part of I-105 project and will be getting a system through that project..</p>	
<p>10. LCC</p> <p>There are two potential primary locations: City Yards or Public Safety. It will be decided by I-105 project.</p> <p>Willdan may also host a TCS workstation.</p>	
<p>11. Operations</p> <p>The City uses TOD timing plan using WWV. Most probably 3 plans are used, needs to confirm this with Lou.</p> <p>The Timing plans are updated on an as needed basis.</p> <p>The City is coordinating signal with Caltrans along I-710 ramp intersection using common cycle length.</p> <p>The Transit services through the City include MTA, Paramount Transit and LB Transit.</p>	<p>Siemens to check with Lou Gluesing regarding number of timing plans used by the City.</p>
<p>12. Maintenance</p> <p>The City contracts with City of Santa Fe Springs for maintenance and the staff is on call 24 X 7.</p>	
<p>13. Future Operation</p> <p>The City would like to get IEN workstation.</p> <p>The City sees no issues with sharing data and video with other agencies.</p> <p>The City will allow other agencies/county to implement pre-approved timing plans.</p> <p>The City doesn't want to host other agencies' signal and would like to be client to some other agency.</p>	
<p>14. Early Deployment</p> <p>The City would like to be involved with the Early deployment projects:</p> <ul style="list-style-type: none"> • Bringing I-710 Corridor intersections on line. 	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of South Gate

July 20, 2004

Draft Meeting Minutes

Attendees:

City of South Gate

Robert T. Dickey
Osie Harrell, Jr.
Mohammad Mostahkami

County	Fernando Pat Smith
Siemens ITS	Arti Gupta
Siemens ITS	Rayomand Bhadha

Item	Action By
1. Contact Information Primary City Contact: Osie Harrell and Mohammad Mostahkami City Traffic Engineer: Don Barker, ?? Maintenance: Osie Harrell IT Department, Don Tuggle	
2. Project Map Review The City requested that Otis Street should be added to the Project area.	Siemens to review the request with County
3. Event Generators Movie complex around Firestone/Garfield is the only major event generator in the project area.	
4. Number of Signalized Intersections The City has 72 signalized intersections, all controlled and maintained by the City	
5. Annual Budget The City will provide information regarding annual budget to	City of South Gate - Osie Harrell

Siemens ITS	
6. Controllers <p>City uses Econolite controllers on all its intersections. Majority of the intersections are of the type ASC/2, about 30% are older ASC-8000.</p> <p>The City likes Econolite controllers and wants to continue using them.</p>	
7. System Detection <p>The City currently mainly uses loops. All major streets have advanced detectors located 180 ft to 225 ft upstream of the stop bar. Recent installations (last 5 years) have separate DLCs. Some intersections are equipped with Video detection. The City prefers Video detection over loops.</p>	
8. Communications <p>TWP is installed in Firestone and Parts of Tweedy (6 intersections). The rest of the intersections use dial-up. The City pays about \$20/intersection for phone drops.</p> <p>The City is open to using leased and wireless technology.</p>	
9. CCTV <p>No CCTV cameras installed in the City currently. City is interested in installing cameras in the project area. City to provide Siemens IT'S a list of potential locations for CCTV installation.</p>	City of South Gate - Osie Harrell
10. Traffic Control System <p>The City uses ARIES on 32 intersections and i2 on 18 intersections.</p> <p>The City would like to have all intersections connected to i2.</p>	
11. LCC <p>The City has a room of size 10ftX10ft for LCC. The LCC will be furnished with console and video wall as part of I-105 Corridor Project. The City wants a workstation for monitoring purposes at City Hall. The LCC will be staffed on an as needed basis between 6:30 am and 5 pm – Monday through Thursday. The City plans to perform monitoring functions from the LCC.</p>	
12. Operations <p>The City uses timing plan based on TOD including AM peak, PM peak and Weekend. Some intersections are running Free and have Preemption functions. The Timing plan will be updated on an as needed basis.</p> <p>The City is coordinating signals with County along Imperial Hwy. and with Caltrans along Firestone Blvd.</p>	

<p>The City was using Incident Management through IMAJINE in the past.</p> <p>MTA is the only transit agency operating in the City.</p> <p>The City will be participating in a Rapid Bus Transit Project with MTA on Long Beach Blvd in the future.</p>	
<p>13. Maintenance</p> <p>The City uses in-house maintenance staff for all their maintenance needs and the staff is on call 24 X 7.</p>	<p>City of South Gate will provide budget - Osie Harrell</p>
<p>14. Future Operation</p> <p>The City will get IEN through I-105 project. The City will not allow other agencies/county to implement timing plans remotely. The City may be able to host other agencies depending upon security features of the system.</p> <p>The City would like to be involved into the Early deployment.</p>	
<p>15. Early Deployment</p> <p>The City would like to be involved with the Early deployment projects:</p> <ul style="list-style-type: none"> • Upgrading Traffic Control System • IEN Capability 	

GATEWAY CITIES TRAFFIC SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROJECT

Atlantic Boulevard./I-710 Corridor

Pre-Design Meeting

City of Vernon

July 12, 2004

Final Meeting Minutes

Attendees:

City of Vernon

Sherwood "Woody" Natsuhara
Kevin Wilson

County	Fernando Villaluna
Siemens ITS	Arti Gupta
Siemens ITS	Rayomand Bhadha

Item	Action By
1. Contact Information Primary City Contact: Sherwood "Woody" Natsuhara City Traffic Engineer: Kevin Wilson Maintenance: Contract with Peek IT Department: Craig Tsuijiuchi (323) 583-8811 Fiber Optics: Ali Nour (323) 583-8811	
2. Project Map Review The City requested that Washington Blvd. and Downey Rd. should be added to the Project area.	Siemens to review addition of streets request with the County.
3. Event Generators The City is primarily an industrial city. There is more traffic during Peak hours. The Rail Road Yards generate significant amount of truck traffic.	
4. Number of Signalized Intersections The City has 38 signalized intersections. The City provided a map and list of signalized intersections within the	

City.	
5. Annual Budget The City to provide information regarding annual budget for City's operation and maintenance of traffic signals and related activities.	City of Vernon – Woody Natsuhara
6. Controllers The City uses mostly Econolite Controllers; it has some Type 170 controllers. Of the 38 signalized intersections, 18 are ASC/2, some are old ASC-8000. The City has 5 or 6 Type 170 controllers. Woody would like to replace all controllers to Type 170 – he prefers Type 170 controllers to NEMA. Woody stated that replacing ASC controllers costs the City about \$8,000 to \$9,000 – which is comparable to cabinet and controller cost for Type 170 controllers.	
7. System Detection The City currently mainly uses presence loops. Some locations along Santa Fe Ave. have Autoscope. The City think loops work well at most intersections except for major streets like Santa Fe Ave. and Soto St., where they would prefer video detection due to high truck volume.	
8. Communications The City has an overhead fiber backbone to most of its intersections and plans to cover all intersections with this backbone in the future (very short-term). Currently 18 intersections are connected via this Fiber using Analog technology. The City would like this project to connect all other intersections using this overhead fiber. The City to provide a map of their existing fiber and interconnect, this map will also show the planned fiber with schedule.	City of Vernon will provide map – Woody Natsuhara
9. CCTV Currently, City does not have any CCTV cameras. The City to provide list of potential camera locations.	City of Vernon will provide list of potential CCTV locations – Woody Natsuhara
10. Traffic Control System The City is using Econolite's Aries System with 2 masters. The City has been using the system for 2 years and the system is not user-friendly, does not provide appropriate coordination and cannot pull timing charts out of the system. The City does not issue any timing plan change commands remotely.	

all changes are done in the field.	
<p>11. LCC</p> <p>The City would like to use Woody's office as the primary LCC location with screen to display CCTV and Autoscope. The City would like to have a projector 6ft x 4ft video wall to display CCTV and intersection data.</p> <p>The City would also like TCS and IEN access at Police department. Police Department is connected via Fiber with the City Hall.</p> <p>The LCC will be connected through communication center which is 24X7 staffed and will be the first point of contact.</p>	
<p>12. Operations</p> <p>The City uses 3 TOD timing plans.</p> <p>The City also uses Opticom Preemption service.</p> <p>The Timing plans are updated on an as needed basis.</p> <p>The City has coordinates with City of Los Angeles and Caltrans for intersections controlled by these agencies in the City.</p> <p>The City would like to coordinate with the City of Los Angeles along north-south streets to provide coordination of signals till I-110 freeway.</p> <p>The City would like this project to coordinate with I-710 MIS project. MTA Transit service runs through the City.</p>	
<p>13. Maintenance</p> <p>The City has contracted out the maintenance to PEEK and the staff is on call 24 X 7.</p>	
<p>14. Future Operation</p> <p>The City would like to get IEN workstation.</p> <p>The City sees no issues with sharing data with other agencies and will need to check with the City attorney regarding video sharing.</p> <p>The City will allow other agencies/county to implement pre-approved timing plans.</p> <p>The City will neither host for other agencies nor be client to other agencies.</p>	
<p>15. Early Deployment</p> <p>The City would like to be involved with the Early deployment projects:</p> <ul style="list-style-type: none"> • Upgrading Traffic Control System • Bringing more intersections on line 	